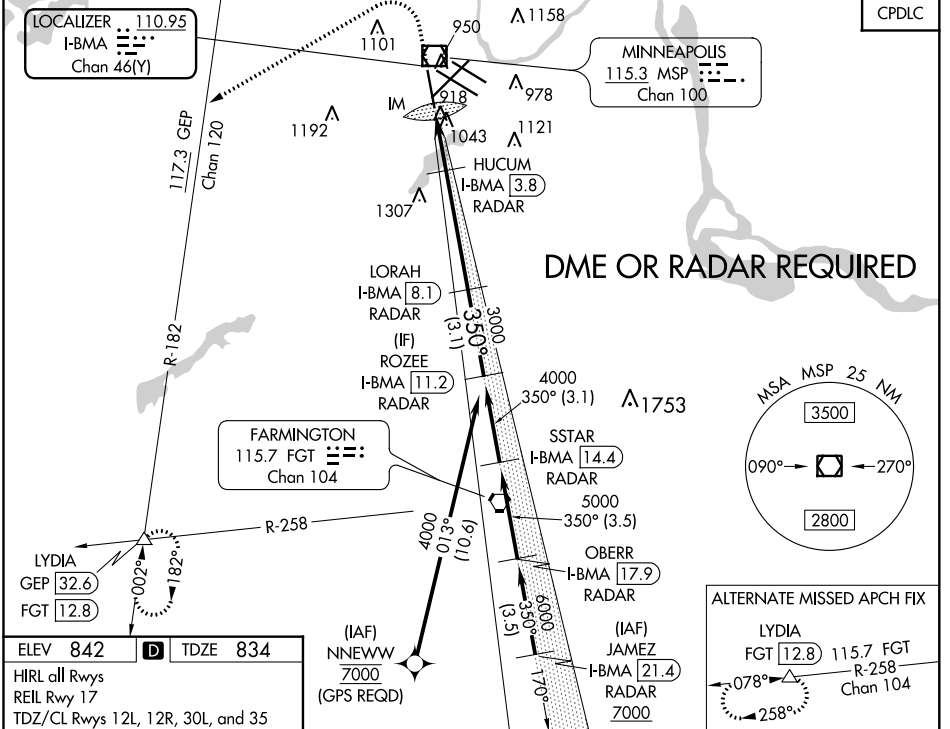


LOC/DME I-BMA <b>110.95</b> Chan 46 (Y)	APP CRS <b>350°</b>	Rwy ldg TDZE Apt Elev	<b>8000</b> <b>834</b> <b>842</b>
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# ILS Z or LOC RWY 35

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

<b>▼</b> DME or RADAR required. For inop ALS, increase S-ILS 35 Cat E visibility to RVR 4000 and S-LOC 35 Cats C/D/E visibility to RVR 5500. <b>▲</b>	ALS F-2	MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 on heading 240° and on GEP VORTAC R-182 to LYDIA INT/GEP 32.6 DME and hold.	
	D-ATIS ARR <b>135.35 239.275</b> DEP <b>120.8</b>	MINNEAPOLIS APP CON <b>118.725 335.65</b> (Rwy 35) <b>119.3 335.65</b> (12L-30R, 4-22, 17) <b>126.95 335.65</b> (12R-30L)	MINNEAPOLIS TOWER <b>123.675 273.55</b> (17-35) <b>123.95 273.55</b> (12L-30R) <b>126.7 273.55</b> (12R-30L, 4-22)



ELEV 842	<b>D</b>	TDZE 834
HIRL all Rwys REL Rwy 17 TDZ/CL Rwys 12L, 12R, 30L, and 35		
FAF to MAP 6.6 NM		
Knots	60	90 120 150 180
Min:Sec	6:36	4:24 3:18 2:38 2:12

1600	3000	GEP R-182	LYDIA	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).	ROZEE I-BMA 11.2 RADAR
*LOC only		HUCUM I-BMA 3.8 RADAR	LORAH I-BMA 8.1 RADAR	3000	4000
I-BMA 1.5	*I-BMA 2.3	IM	3000	350°	4000
1600*		3000		GS 3.00° TCH 55	
0.1 0.7 NM		1.5 NM		4.3 NM 3.1 NM	

CATEGORY	A	B	C	D	E
S-ILS 35	1034/18 200 (200-½)				
S-LOC 35	1180/24	346 (400-½)	1180/30 346 (400-¾)		
<b>C</b> CIRCLING	1360-1	518 (600-1)	1460-1¾ 618 (700-1¾)	1660-2¾ 818 (900-2¾)	1800-3 958 (1000-3)

NC-1, 07 OCT 2021 to 04 NOV 2021

NC-1, 07 OCT 2021 to 04 NOV 2021